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LEAD POISONING IN 28 TRADES

Why the Lead Trades Are in Bad Repute Often Working Force Changes Four Times a Year—How to Make Lead Smelting Safe.

Dr. Alice Hamilton, Medical Inspector Illinois Commission on Occupational Diseases.

(Exclusive Service The Survey Press Bureau)

A model white lead factory in Illinois employs throughout the year about 200 men. Medical examination of those who complained, or seemed ill, revealed twenty-five cases of lead poisoning last year. Cook's White Lead Works in Newcastle on Tyne, a model English factory, has 187 employees. Careful medical inspection of all on the payroll failed to show one instance of lead poisoning last year. A white lead factory in London with ninety-two men has had a case of poisoning in five years while in a slightly larger Illinois factory twenty-eight percent of all the employees have been led to death or to a hospital within the last year.

Such facts as these show that the methods used in this country are far more dangerous than those employed in Europe and England. An investigation into the lead trades in Illinois has been made by the State Commission on Occupational Diseases. Instances of lead poisoning have been found in twenty-eight trades and from the records of physicians during the past three years 575 individual cases have been discovered. Information gathered from foremen and physicians points to a much larger figure. There is necessarily only a small fraction of the victims whose names and addresses can be procured, for the majority of physicians keep no record of these.

There are very few women on the list, only 18 out of the total of 575, and the fact that the lead trades in this State employ very small numbers of women is a great advantage, for they are notoriously more susceptible to this form of poisoning than men.

Certain industries stand out as especially productive of lead poisoning. These are the lead industry, lead smelting and refining, the making of storage batteries and of dry cells and paints and the painting trade. Out of 318 cases of lead poisoning known to have occurred in 1910 all but sixty-five belonged to these five trades. All these are inherently dangerous as carried on in this country, but all could be made far safer than they are without any radical change in method. There are quite unnecessary dangers, due to the careless use of lead, but only to carelessness, to lack of thought. The lead smelting industry is an illustration. As carried on in America it is far more dangerous than in Europe, and nothing but a change in method could make one of our plants as safe as a German lead smelting works. Unfortunately, however, the American lead smelter is usually a newly arrived Slav, Greek or Italian, the more dangerous to risks which he would escape in Germany, but he is not nearly as well cared for as he would be there. Our methods compared with those of Europe are as follows:

There is much lead poisoning among the lead smelters of Illinois. One hundred and eighty-one cases have been found. Many instances remain undetected because the unskilled foreigners leave the work as soon as they begin to suffer and are, consequently, never heard of. Eleven physicians have stated that they saw a total of 29 cases a year among the workers in the three largest smelting works. These three factories employ approximately 1,000 hands but according to the most conservative statements of their foremen there are at least 4,000 men employed yearly because the working force changes continuously.

The making of storage batteries is everywhere recognized as dangerous. It is not possible to make a storage battery factory entirely safe although the evils can be greatly reduced. None of the factories visited were found to be using all possible precautions to protect the men. One newly arrived Russian Jew was set to working with the red lead paste and moistened his fingers in his mouth as he worked. He had never been told that the material was dangerous. He was seriously led at the end of ten days.

The white lead industry in Illinois has improved more than any other lead trade during very recent times. Three of our four best factories are new and very well constructed and in all but one of them there is a strong effort being made to do away with some of the more dangerous features. Some of our paint and dry color houses where dry lead salts are produced and handled, have an inexcusably large amount of lead poisoning. That this is due solely to neglect is shown by the contrast between two Illinois paint houses. These two factories are both new, well ventilated, admirable externally. They employ about an equal number of men. We have not traced a single case of lead

poison to one of these; we have found eleven which belong to the other. This is an illustration of the results of leaving all such matters to the good will of the employer, for I can find no other cause for this difference except the care given the men in one place, and the neglect in the other. The painting trade is another in which the American methods are far more dangerous than those in use abroad. The painter acquires lead poisoning not through chewing lead-smear food, or eating lead smear food, or breathing dry lead dust. The first risk he can avoid by not using tobacco while at work and by careful washing before eating, provided there is place where he can wash. House and sign painters often have the choice between a lunch eaten with paint smeared hands and no lunch at all.

The second danger to which the painter is exposed is the dust-laden atmosphere caused by mixing dry white lead with paint. The painter is exposed to this danger by sand papering coats of paint after they are dry. This last is a danger against which a painter cannot protect himself, and it is usually carried on in closed rooms with no system of ventilation to remove the dust. It is often said that painters cannot be protected from lead poisoning unless we abolish the use of white lead paint as they are doing in France. But even with its use it is still possible to protect them better than we do now. In Germany the contractor is obliged to provide a warm room in which his painters can wash, change their clothes and eat lunch, even if the work is done in the country. In Germany and Belgium no lead paint may be rubbed or sand papered while dry. Water must be used. In England this wet method is used even on the finest carriages and automobiles. I do not know why it is considered impossible in these industries in America. It is gratifying to note that the evils in the lead trades tend to grow less because machinery is being used in replacing handwork. Unfortunately the advance in methods of work has not been paralleled by an improvement in the care of the workers. In fact, perhaps, the lead trades are in bad repute with the working class and only the most ignorant and helpless foreigners seek employment in the lead and smelting plants. There are indications that some of the larger lead smelters are beginning to recognize the economic waste of this form of labor and several are planning reforms which will result in some protection for the men against lead poisoning.

REAL ESTATE IN SUBURBAN TOWNS STRATFORD

Hugh S. Aitken, and Signe K. Aitken, to Alfred and Ellen J. Shippee, a lot bounded north for 50 feet by the grantors; east for 180 feet by North avenue, and west for 180 feet by lands of Benjamin and Frederick G. Morrell of Providence, R. I.; to Mattie Watson, lot 46 on Hubbard Terrace, the same to Jennie Watson, lot 45 as seen on a plan of Hubbard Terrace.

James MacIsaac, for \$350, to the Bridgeport Trust Company, two pieces of land, the first being lot 57 as seen on a map of Hull & Palmer second consists of lots 133, 134, 135, and 136, as seen on a map of Homecrest.

Charles L. Snyder for \$1,000 to S. W. Hubbard, lots 1 and 2 as seen on a map of lots of Curtis and Lillingsworth, bounded north for 140 feet on Curtis place and east for 120 feet on Main street.

Benjamin and Elizabeth Emily King for \$2,000 to George F. Bushnell, of Bridgeport, 2 and 1-2 pieces of land bounded north by land of Elias Wells; east by land of Elias Wells; south by land of William C. Wetmore, and south by the highway. Waterbury Paszkowski, for \$750 to the Bridgeport Trust Company, lots 655 and 656, as seen on a map of Hollister Heights, fronting 50 feet east on Sherman street.

Thomas Atkins to Edith Hastings, 1 acre of land bounded north by land of Patrick Ahern; east by Main St.; south by land of John E. Holmes and west by land of George Meachen.

Frederick W. Rotsford for \$150 to Noah J. Wheeler, of Milford, lot 1 bounded north for 50 feet by the highway; east for 110 feet by land of George W. Carey, south for 60 feet by land of Minor Smith and west for 110 feet by land of George Carey.

Aslag Lagerfeldt, for \$200, to Chas. H. Peck, lot 8 as seen on a map of Joseph Thompson, fronting west on George W. Carey, south for 50 feet by Lizzie Muresko of Bridgeport, for \$329 to Frank Miller of Bridgeport, south by land of John E. Holmes and D. E. Hollister and Hollister street.

Charles Howard to Natalie W. Goschinger of Bridgeport, 9 lots of land running from 17th to 25th inclusive, situated on Hubbard Terrace.

John H. and Emma C. Anderson, for \$1,400, to the Bridgeport Savings and Loan Association, lot 15 as seen on a map of Curtis Thompson, being 52 by 118 feet.

James H. Lanine of Bridgeport, for \$54 to Clarence H. Morey, a lot 52 by 116 feet, bounded by lands of E. Anderson, Miss Hatch, E. Wood and John Koppes and fronting 52 feet on Fairview avenue.

Sarah A. Jennings of Bridgeport, to Eliza Emily King a lot bounded north by land of Elias Wells; east by land of Elias Wells; south by land of William C. Wetmore and south by the highway, in all 2 and 1-2 acres.

Margaret Mallett for \$500 to Robert Wells Curtis, of Bridgeport, a lot bounded north by land of R. W. C., and Emma L. Parker, east by the highway; south by land of Carlet Blaney and west by land of William Booth.

Elliott W. Peck, to R. W. Curtis, the homestead of Emily Curtis, bounded by lands of William Booth, Isabel Lillingsworth, Curtis Thompson and Main street.

Burr & Knapp of Bridgeport, for \$700 to Nora T. and Charles Gibbons, lots 27 and 28 as seen on a map of section C. of Hollister Heights, 50 by 100 feet.

The same for \$100 to Walerya Paszkowski, lots 655 and 656, section C. of a map of Hollister Heights, 50 by 100 feet fronting 50 feet on Sherman street.

Petrow Calahan to Thomas Atkins, land bounded north by land of Patrick Ahern; east by Main street; south by land of John E. Holmes, and west by land of George Meachen, in all 1 acre.

Burr & Knapp of Bridgeport, to Eliza M. Haynes of Bridgeport, lots 582 and 590 as seen on a map of Hollister Heights, being 50 by 100 feet, fronting 50 feet on Jackson avenue. The same to Hugh S. Aitken and Signe K. Aitken, a lot 50 by 180 fronting 60 feet on North avenue.

FAIRFIELD
John J. Hackett of Greenwich, Ct., to William S. Hatfield, of Fairfield and James Dunn of Bridgeport, land in the Halls Farms District, being 12 acres, bounded north by the highway and land of D. B. Bradley; east by land of the heirs of Albert Hawkins; south by land of the heirs of Cyrus Sherwood and west by the river and land of D. B. Bradley.

Abraham Catbary, of Easton, to Geo. Estonya of Bridgeport, two pieces the first bounded by land of Horace Staples on the east; south and west by the same; and north by the highway, in all 6 acres. The second piece is bounded east by the highway; south by land of Andrew Jennings and west by land of Anna B. Wakeman, in all 24 acres.

Constance Dubret, of Bridgeport, to Edward Dubrig, Jr., of Bridgeport, lots 93 and 94 on the King's Highway, as seen on a map of Castle Park. The Bridgeport Land and Title Co. to E. R. Ward of South Norwalk, land bounded north and east by land of the heirs of John E. Holmes, north by land of Andrew Jennings and west by land of Anna B. Wakeman, in all 24 acres.

Frederick K. Dawson of Woodbury, lots 118 and 119 as seen on a map of the Bridgeport Trust Company, two pieces fronting on Hillside avenue.

Kazimierz Jasniowicz of Huntington, to Stef. Signarovic, lots 35, 36, 37, and 38 at Castle Park.

Burr & Knapp of Bridgeport, to Eliza M. Haynes for \$1,700, lots 111, 112, 113, 114, 115, 116, 117, 118, 119, 120, 121, 122, 123, 124, 125, 126, 127, 128, 129, 130, 131, 132, 133, 134, 135, 136, 137, 138, 139, 140, 141, 142, 143, 144, 145, 146, 147, 148, 149, 150, 151, 152, 153, 154, 155, 156, 157, 158, 159, 160, 161, 162, 163, 164, 165, 166, 167, 168, 169, 170, 171, 172, 173, 174, 175, 176, 177, 178, 179, 180, 181, 182, 183, 184, 185, 186, 187, 188, 189, 190, 191, 192, 193, 194, 195, 196, 197, 198, 199, 200, 201, 202, 203, 204, 205, 206, 207, 208, 209, 210, 211, 212, 213, 214, 215, 216, 217, 218, 219, 220, 221, 222, 223, 224, 225, 226, 227, 228, 229, 230, 231, 232, 233, 234, 235, 236, 237, 238, 239, 240, 241, 242, 243, 244, 245, 246, 247, 248, 249, 250, 251, 252, 253, 254, 255, 256, 257, 258, 259, 260, 261, 262, 263, 264, 265, 266, 267, 268, 269, 270, 271, 272, 273, 274, 275, 276, 277, 278, 279, 280, 281, 282, 283, 284, 285, 286, 287, 288, 289, 290, 291, 292, 293, 294, 295, 296, 297, 298, 299, 300, 301, 302, 303, 304, 305, 306, 307, 308, 309, 310, 311, 312, 313, 314, 315, 316, 317, 318, 319, 320, 321, 322, 323, 324, 325, 326, 327, 328, 329, 330, 331, 332, 333, 334, 335, 336, 337, 338, 339, 340, 341, 342, 343, 344, 345, 346, 347, 348, 349, 350, 351, 352, 353, 354, 355, 356, 357, 358, 359, 360, 361, 362, 363, 364, 365, 366, 367, 368, 369, 370, 371, 372, 373, 374, 375, 376, 377, 378, 379, 380, 381, 382, 383, 384, 385, 386, 387, 388, 389, 390, 391, 392, 393, 394, 395, 396, 397, 398, 399, 400, 401, 402, 403, 404, 405, 406, 407, 408, 409, 410, 411, 412, 413, 414, 415, 416, 417, 418, 419, 420, 421, 422, 423, 424, 425, 426, 427, 428, 429, 430, 431, 432, 433, 434, 435, 436, 437, 438, 439, 440, 441, 442, 443, 444, 445, 446, 447, 448, 449, 450, 451, 452, 453, 454, 455, 456, 457, 458, 459, 460, 461, 462, 463, 464, 465, 466, 467, 468, 469, 470, 471, 472, 473, 474, 475, 476, 477, 478, 479, 480, 481, 482, 483, 484, 485, 486, 487, 488, 489, 490, 491, 492, 493, 494, 495, 496, 497, 498, 499, 500, 501, 502, 503, 504, 505, 506, 507, 508, 509, 510, 511, 512, 513, 514, 515, 516, 517, 518, 519, 520, 521, 522, 523, 524, 525, 526, 527, 528, 529, 530, 531, 532, 533, 534, 535, 536, 537, 538, 539, 540, 541, 542, 543, 544, 545, 546, 547, 548, 549, 550, 551, 552, 553, 554, 555, 556, 557, 558, 559, 560, 561, 562, 563, 564, 565, 566, 567, 568, 569, 570, 571, 572, 573, 574, 575, 576, 577, 578, 579, 580, 581, 582, 583, 584, 585, 586, 587, 588, 589, 590, 591, 592, 593, 594, 595, 596, 597, 598, 599, 600, 601, 602, 603, 604, 605, 606, 607, 608, 609, 610, 611, 612, 613, 614, 615, 616, 617, 618, 619, 620, 621, 622, 623, 624, 625, 626, 627, 628, 629, 630, 631, 632, 633, 634, 635, 636, 637, 638, 639, 640, 641, 642, 643, 644, 645, 646, 647, 648, 649, 650, 651, 652, 653, 654, 655, 656, 657, 658, 659, 660, 661, 662, 663, 664, 665, 666, 667, 668, 669, 670, 671, 672, 673, 674, 675, 676, 677, 678, 679, 680, 681, 682, 683, 684, 685, 686, 687, 688, 689, 690, 691, 692, 693, 694, 695, 696, 697, 698, 699, 700, 701, 702, 703, 704, 705, 706, 707, 708, 709, 710, 711, 712, 713, 714, 715, 716, 717, 718, 719, 720, 721, 722, 723, 724, 725, 726, 727, 728, 729, 730, 731, 732, 733, 734, 735, 736, 737, 738, 739, 740, 741, 742, 743, 744, 745, 746, 747, 748, 749, 750, 751, 752, 753, 754, 755, 756, 757, 758, 759, 760, 761, 762, 763, 764, 765, 766, 767, 768, 769, 770, 771, 772, 773, 774, 775, 776, 777, 778, 779, 780, 781, 782, 783, 784, 785, 786, 787, 788, 789, 790, 791, 792, 793, 794, 795, 796, 797, 798, 799, 800, 801, 802, 803, 804, 805, 806, 807, 808, 809, 810, 811, 812, 813, 814, 815, 816, 817, 818, 819, 820, 821, 822, 823, 824, 825, 826, 827, 828, 829, 830, 831, 832, 833, 834, 835, 836, 837, 838, 839, 840, 841, 842, 843, 844, 845, 846, 847, 848, 849, 850, 851, 852, 853, 854, 855, 856, 857, 858, 859, 860, 861, 862, 863, 864, 865, 866, 867, 868, 869, 870, 871, 872, 873, 874, 875, 876, 877, 878, 879, 880, 881, 882, 883, 884, 885, 886, 887, 888, 889, 890, 891, 892, 893, 894, 895, 896, 897, 898, 899, 900, 901, 902, 903, 904, 905, 906, 907, 908, 909, 910, 911, 912, 913, 914, 915, 916, 917, 918, 919, 920, 921, 922, 923, 924, 925, 926, 927, 928, 929, 930, 931, 932, 933, 934, 935, 936, 937, 938, 939, 940, 941, 942, 943, 944, 945, 946, 947, 948, 949, 950, 951, 952, 953, 954, 955, 956, 957, 958, 959, 960, 961, 962, 963, 964, 965, 966, 967, 968, 969, 970, 971, 972, 973, 974, 975, 976, 977, 978, 979, 980, 981, 982, 983, 984, 985, 986, 987, 988, 989, 990, 991, 992, 993, 994, 995, 996, 997, 998, 999, 1000.

WESTPORT

No land transfers were recorded in this town during the past week.

FRATERNAL NEWS

Spanish War Veterans.
At the home of Mrs. Adolph Starr, 122 Maplewood avenue, this evening, there will be a meeting of the Ladies' Auxiliary of the Spanish War Veterans. Mrs. Starr is president of the department and will be at the meeting, which will make it of more than ordinary interest, as it is the last of the series of meetings which will be held in this town during the past week.

Bishop Camp, U. S. W. V.
N. W. Bishop camp, Spanish War Veterans, held its regular meeting last evening. Plans were projected for augmenting the relief fund of the order.

Court Park City, F. of A.
The regular meeting of Court Park City, Foresters of America, was marked last night by the receipt of 15 applications for membership. Final arrangements were completed for the class initiation to be held on March 27, on which occasion over 50 candidates are to be taken into the order.

F. of A. Memorial.
Committees representing a number of the local courts of Foresters of America will meet this evening to consider plans for the holding of a joint memorial meeting at a local theatre some time during the month of April. Nothing definite along this line has been planned. The second Sunday in June is the annual memorial day of the order.

DR. COCK MARKED UP

(Special from United Press.)
New York, March 14.—Two pink, waxen figures that once attracted attention in the Eden Musee by their resplendent military uniforms are, today, doing service in a Sixth avenue clothing store. They represent Dr. Cook and Admiral Dewey. Justed of their former attractive garb, the figures are robed in clothes that were "once \$13 now \$14."

BUSINESS MEN'S TOUR

Through Europe, Under Auspices of Boston Chamber of Commerce

The first party of American business men ever to make a tour of Europe for the purpose of studying business and economic conditions will sail from Boston June 12th on the Cunarder "Ivernia" for a 70 days' trip through England, France, Germany, Belgium, Austria-Hungary and Switzerland. The trip will end in Paris August 15th.

The Boston Chamber of Commerce this tour will not be strictly confined to New England men. The party of 100 will include not only many of the leading business men of the New England States, but also delegations from the commercial organizations and municipal governments of New York, Philadelphia, Baltimore, Cleveland, Detroit, Pittsburgh, St. Paul and other cities. It is also expected that officials representing the United States Government and various States will accompany the party. A number of men interested in business and sociological questions as well as the commercial features of the tour will also participate.

Special trains will be used to carry the party from one city to another. On not more than two occasions will it be necessary to travel by night, and for these two nights special sleeping cars will be provided. In the large cities automobiles seating four to six persons each will be at the disposal of the entire party.

In order that those who wish to be in London during the Coronation may do so, an early sailing has been arranged. The steamship company has changed the sailing date of the Ivernia to the 12th for this purpose.

Provision has been made for the care of all baggage between hotels and at sea. The trip has two objects. The most important of these is to give it possible for a group of representatives of American business men to see the best things that leading European cities are doing in commercial, industrial, transportation, municipal and other economic fields, to exchange experience and promote better relations.

The second object is to extend an invitation to the governments and commercial bodies of European countries, to send delegates to the International Congress of Chambers of Commerce which is to be held in Boston in 1912. This Congress, the most important of its kind in the world, held its last meeting in London last summer and was induced to come to Boston through the efforts of the American delegates. The invitation was endorsed by nearly one hundred commercial organizations in the United States. There were 500 delegates at last year's convention and it will probably be many more at the 1912 meeting. These delegates are always the leading business men and Government officials of the country from which they come, and their presence at a meeting of international importance is regarded as of the greatest value to any country. By extending personal invitations at the various cities which it will visit, the American party hopes to stimulate interest and make the 1912 Congress the most successful ever held.

It is regarded as somewhat remarkable that although several European and Oriental countries have in the past sent important delegations of business men to study commercial conditions in the United States, the United States has never sent any such examination of Europe. The Boston Chamber of Commerce is the first in the field in conducting a comprehensive tour of Europe.

The itinerary is as follows:
Sailing from Boston June 12.
Arrival at Liverpool, June 22.
Liverpool and Fort St. Vrain June 22.
Manchester June 25.
Birmingham and Stratford June 24.
Shakespeare country June 25.
Arrival in London June 26.
London until July 1.
Dusseldorf until July 3.
Cologne July 7.
Frankfurt July 8 and 9.
Amsterdam July 10 and 11.
Arrival in Berlin July 13.
Berlin until July 18.
Dresden and Saxony-Switzerland July 19 and 20.

Nuremberg July 22.
Rothenburg July 23.
Vienna July 24 and 25.
On the Danube July 26.
Budapest July 27 and 28.
Munich July 29 to 31.
Jura August 2.
Lucerne, Vitz-Neu, August 3.
On Rigi-Kulm, night of August 3.
Appenzel, August 4.
Montreux August 5.
Lake Geneva August 6.
Geneva August 7.
Paris August 8 to 10.
The dock system makes all over the world, will claim the larger share of the interest of the party at Liverpool.

The "toy shop of Europe" is the name given to the great manufacturing town of Birmingham. The products of its vast number of metal works find a ready market throughout the world.

Bournville, four miles distant, is the great model garden city, an enterprise of one individual; being only fifteen years old this city well illustrates a modern idea in city planning.

The week in London will be a country life is best seen, and the quaint hotels are famous for the charm of their hospitality. These studies include recreations in coaching and the week in London will be a country life is best seen, and the quaint hotels are famous for the charm of their hospitality.

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